

3 MAR 1958

**MEMORANDUM FOR:** Chief of Naval Personnel  
Department of the Navy

**SUBJECT :** Letter Report of Fitness of [redacted]

25X1

1. [redacted], has been serving under my direct supervision for the past 30 months as Executive Secretary of an inter-Departmental Board of the National Security Council, of which I am Chairman. This Board is charged with the establishment of policies governing the coordination of certain specialized intelligence activities of the US Government.

2. In the performance of his duties [redacted] has continued to demonstrate to an exceptional degree perseverance, industry and application to the complex issues before the Board for resolution. To me as Chairman he has rendered most loyal assistance, anticipating in any way possible opportunities for service. As chairman of the Board's executive committee, his poise, outstandingly sound judgment, and exceptional administrative ability have combined to promote the harmonious and timely accomplishment of the tasks referred to that committee. In this capacity he has the utmost confidence of his associates in numerous governmental departments and agencies.

3. I am highly pleased to have [redacted] serving in his present assignment, and consider him to be a distinct credit to his service.

NAVY review(s) completed.

Signed

Allen W. Dulles  
Director

Attachments: NAVPERS-310, Secs. 1 through 11

CIA/SIS: [redacted]:jak (24 Feb 58)

Distribution: O &amp; 1 - Addressee

2 - DCI (1 for Gen. Erskine, if desired)

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FEB 26 1958

EXECUTIVE REGISTRY FILE

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Approved For Release 2003/04/24 : CIA-RDP80B01676R001200140032-1

Approved For Release 2003/04/24 : CIA-RDP80B01676R001200140032-1

Executive Registry  
10-1470/a

152 1958

*OK*  
Rear Admiral L. H. Frost  
Director of Naval Intelligence  
Department of the Navy  
Washington 25, D. C.

Dear Jack:

Thank you very much for your memorandum of  
26 February concerning Merchant Shipping in the  
Port of [redacted] It has been brought to the  
attention of our [redacted] people here. I appreciate  
your promptness in sending this report to me.

With kindest personal regards,

Sincerely,

*signed*  
Allen W. Dulles  
Director

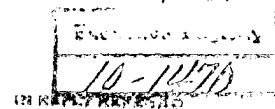
O/DCI/[redacted]/02/27/58  
Rewritten: O/DCI/[redacted]:hp  
Distribution:

Orig - addressees

- 1 - DCI *direct*
- 1 - [redacted] w/basic
- 1 - FE Division w/cy basic
- 1 - AAB
- 1 - EO/I w/cy basic
- ✓ 1 - ER
- 1 - Reading *direct*



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON 25, D. C.



Op-922N20/Lw  
Ser 007247292

SECRET

20 FEB 1958

From: Director of Naval Intelligence  
To: Director of Central Intelligence

Subj: Merchant Shipping in the Port of Amoy, China

1. At the IAC meeting on 19 February 1958 the subject of merchant shipping into the port of Amoy arose during a discussion of sensitive situations in the Far East. This letter is in response to your request for information on this subject.
2. Because of the proximity of Amoy to Chinese Nationalist shore batteries on Quenoy, the port has been generally avoided by merchant ships. ONI records show that for the fifteen month period between June 1956 and August 1957 there was a total of only six arrivals at Amoy. These arrivals were made by two British ships, the WHITE BEE (1288 GRT) and the KING BEE (1089 GRT). Both were fired on by the Nationalists on several occasions.
3. Since the last firing incident in July 1957, the Chinese Nationalists have adopted a policy of not molesting foreign ships entering and leaving Amoy, resulting in a marked increase in traffic. Three British ships (ROZELLE BREEZE, TWEED BREEZE, and YARRA BREEZE, owned by John Manners and Company, Ltd., Hong Kong) now operate regular, but unscheduled runs between Hong Kong and Amoy. During November 1957 these ships made a total of four arrivals and in December a total of five arrivals. However, only one ship is known to have called in January and one in February. The three British ships are the only non-Communist ships using the port. The Chinese Communists opened the port to the Japanese on 15 February but no Japanese ships have yet arrived. No Soviet or European satellite ships have called at Amoy during the past several years.
4. Nationalist shore batteries have prevented Chinese Communist ships of any size from using Amoy; only a few small wooden ships and junks have been calling at the port.
5. Cargo information is limited but imports seem to be primarily fertilizer, foodstuffs, and small quantities of steel and other general cargo via junks; the only exports known are soft-wood and bamboo from the Yingtian area inland, and canned foods.
6. British-flag ships operating from Hong Kong should be able to handle the current limited seaborne commerce needs of Amoy as long as the Nationalists allow them to enter unmolested. For this reason it is unlikely that the Chinese Communists will attempt to increase the number of their own ships using the port and in so doing subject this shipping to Nationalist gunfire.

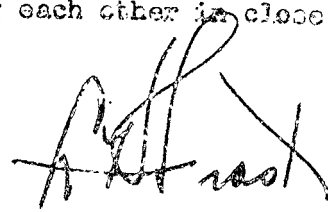
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Op-922N2C/Lw  
Ser 007247P92

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7. In summary, the amount of shipping using the port of Amoy is relatively insignificant. However, even the small amount engaged in this trade is a continuous potential source of friction because of the concentration of Nationalist and Communist military forces facing each other in close proximity to the port and its approaches.



A. H. Frost

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CENTRAL INTELLIGENCE AGENCY  
WASHINGTON, D. C.

OFFICE OF THE DIRECTOR

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[Redacted]  
Rear Admiral L. H. Fros  
Department of the Navy  
Office of the Chief of Naval Operations  
Washington 25, D. C.

Dear Jack:

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Thank you very much for your Memorandum  
of 26 February concerning Merchant Shipping  
in the Port of [Redacted] which I am bringing  
to the attention of our [Redacted] people here.  
Your promptness in sending this report to me  
is indeed appreciated.

With kindest personal regards.

Sincerely,

Allen W. Dulles  
Director

MEMORANDUM FOR: MR. DULLES

A copy of this memorandum has been  
sent to DD/P and DD/I.

AAB

28 Feb 58  
(DATE)

FORM NO. 101 REPLACES FORM 10-101  
1 AUG 54 WHICH MAY BE USED.

(47)